

**NOTICE OF PUBLIC MEETING
CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION**

Pursuant to A.R.S. Section 38-431.02, notice is hereby given to the members of the **CITY OF PHOENIX CITIZENS TRANSPORTATION COMMISSION** and to the general public, that the **CITIZENS TRANSPORTATION COMMISSION** will hold a meeting open to the public on **Feb. 24, 2021, at 5 p.m.**

OPTIONS TO ACCESS THE MEETING

Observe the live meeting virtually by clicking on this [LINK](#) and registering to join the meeting online:

<https://coptransit.webex.com/coptransit/onstage/g.php?MTID=e5f4764573501ab9cb64a1cb717e70208>

Call-in to listen only to the live meeting: Dial 602-666-0783, or 1-408-418-9388, and enter meeting access code 2552 470 7748 and press # again when prompted for the attendee ID.

Register to speak and/or submit a comment on an agenda item:

- Contact: Lars Jacoby
- At: lars.jacoby@phoenix.gov or 602-534-6192
- By: **4 p.m. the day of the meeting**
 - Please indicate which agenda item you wish to address.

Per the most recent social distancing guidelines from the federal government, no residents will be allowed to attend the meeting in-person.

The agenda for the meeting is as follows:

1.	Call to Order	Chair Mellor
2.	Chair Announcements	Chair Mellor
3.	Approval or correction of the minutes from the Dec. 16, 2021 meeting <i>This item is for approval</i>	Commission Members
4.	Phoenix Bus Rapid Transit Support Services Contract This report requests approval to execute an amendment to extend the Phoenix Bus Rapid Transit (BRT) Program transportation planning support services contract to provide stakeholder engagement, alternatives analysis, and preliminary engineering design support for the recently approved initial BRT corridor (35th Ave. and Van Buren). <i>This item is for discussion and possible action</i>	Public Transit Department

5.	<p>Transit safety and security overview</p> <p>This report provides an update on the Phoenix Police Transit Unit's outreach and enforcement activities on the bus and light rail systems within the City of Phoenix.</p> <p><i>This item is for information and discussion only</i></p>	Public Transit Department
6.	<p>Vision Zero Update</p> <p>This report provides an update on the Street Transportation Department's efforts related to comprehensive road safety to improve safety on Phoenix roadways. Additionally, this item also provides information on the resolution to adopt the Vision Zero strategy for the City of Phoenix and incorporate Vision Zero goals into the Comprehensive Road Safety Action Plan.</p> <p><i>This item is for information only</i></p>	Street Transportation Department
7.	<p>RAISE Grant submittal</p> <p>This report provides an update to the Citizens Transportation Commission on the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity planning grant opportunity.</p> <p><i>This item is for information only</i></p>	Street Transportation Department
8.	<p>Updates from Public Transit and Street Transportation departments</p> <p>This item is scheduled to allow staff to provide brief informational reports on topics of interest to the Commission.</p> <p><i>This item is for information only</i></p>	Public Transit and Street Transportation Departments
9.	<p>COVID-19 update</p> <p>This report provides an update on ongoing COVID-19 related effects to Phoenix transit ridership.</p> <p><i>This item is for information only</i></p>	Report Only
10.	<p>T2050 financial update</p> <p>This report shows the current fiscal year sales tax revenues collected, life-to-date sales tax revenues collected, and the current year program expenditures.</p> <p><i>This item is for information only</i></p>	Report Only
11.	<p>Upcoming T2050 related public meetings/events</p> <p>This report provides a list of upcoming T2050 related public meetings/events held by the Public Transit and Street Transportation Departments, and Valley Metro.</p> <p><i>This item is for information only</i></p>	Report Only

12.	Call to the public Consideration, discussion, and concerns from the public. Those wishing to address the Commission need not request permission in advance. Action taken from public comment will be limited to directing staff to study the matter, or scheduling for further consideration.	Chair Mellor
13.	Request for future agenda items Commissioners request for information, follow-up or future agenda items.	Commission members
14.	Adjournment	Chair Mellor

For more information, or to request reasonable accommodations, please call Lars Jacoby, Management Assistant II, 602-534-6192 or TTY/7-1-1 as early as possible to coordinate needed arrangements.

Persons paid to lobby on behalf of persons or organizations other than themselves shall register with the City Clerk prior to lobbying, or within five business days thereafter, and must register annually to continue lobbying. If you have questions about lobbying registration, please contact the City Clerk's Office at 602-262-6811.

**CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION
VIRTUAL MEETING
Dec. 16, 2021 MINUTES**

Public Transit Department
302 N. First Avenue/WebEx

Commissioners Present	Public Present	City Staff Present
Brookelynn Nisenbaum	Blanca Abarca	Albert Crespo
Carolyn Chatman	Julie Cruz	Angel Borrego
Christina Panaitescu	Matthew Taunton	Brenda Yanez
David Moody	Sawsan Abdurrahman	Christina Hernandez
Gabe Loyola	Terry Gruver	David Benton
Jennifer Mellor (Chair)		Gregg Bach
Jess Bristow		Jeff Stapleton
Joan Berry		Jesús Sapien
Michael Infanzon		Joe Bowar
Phil Pangrazio		Ken Kessler
Shannon McBride		Kevin Teng
Absent		Kini Knudson
David Martin		Lars Jacoby
Gail Knight		Mario Paniagua
Rick Naimark (Vice Chair)		Mark Schweikert
		Markus Coleman
		Micah Alexander
		Michael Pierce
		Roberto Valentin
		Sasha Perez
		Sharyn Zlotnick

1. Call to Order
Chair Mellor called the meeting to order at 5:02 p.m. with a quorum present.
2. Chair Announcements
Chair Mellor made announcements regarding virtual meeting etiquette and voting protocols.
3. Approval or correction of the minutes from the Nov. 18, 2021 meeting
A motion was made by Commissioner Panaitescu and seconded by Commissioner Moody to approve the Nov. 18, 2021 minutes. The motion passed unanimously.
4. Proposed 2022 CTC meeting calendar
A motion was made by Commissioner Loyola and seconded by Commissioner Moody to approve the 2022 calendar. The motion passed unanimously.

5. Extension of Small Business Financial Assistance Program Pilot to the End of Construction

Light Rail Administrator Markus Coleman provided an overview of the ongoing Light Rail Small Business Financial Assistance Program (SBFAP) pilot program currently underway along the South Central Extension/Downtown Hub (SCE/DH) and the Northwest Extension Phase II (NWEII) light rail alignments.

Mr. Coleman reviewed the current progress of the program, as well as outlined staff-recommended program modifications that would allow the program to continue through the duration of both light rail construction projects. He then requested the CTC recommend the program extension to City Council.

Commissioner Panaitescu asked for clarification on the threshold for gross income of businesses to qualify, which Mr. Coleman answered that \$750,000 is the new gross income threshold.

Commissioner Loyola asked about the pilot's success benchmarks, including business expansion and businesses in operation along both construction corridors, as well as to survey any closed businesses to discern why those businesses closed. Mr. Coleman responded that 20 new businesses have opened in the corridor since the program's start, and through the pilot program and the city's Community and Economic Development Department, there are opportunities to survey businesses along each corridor.

Chair Mellor asked if the extension of the pilot program required additional funding. Mr. Coleman answered that no new funding is needed to extend the program.

Commissioner Bristow asked about what is being done to promote the program with the businesses in the construction corridors. Mr. Coleman responded that active outreach is being done by Prestamos, the program's administrator, and Valley Metro staff, which includes one-on-one outreach, local meetings, and working with Council offices to promote the program.

Commissioner Loyola motioned to approve the item and Commissioner Chatman seconded.

Yes: 11 – Chair Mellor, Commissioner Nisenbaum, Commissioner Chatman, Commissioner Panaitescu, Commissioner Moody, Commissioner Loyola, Commissioner Bristow, Commissioner Berry, Commissioner Infanzon, Commissioner Pangrazio and Commissioner McBride.

No: 0

6. Economic Indicator Data for South Central Extension/Downtown Hub and Northwest Extension Phase II Business Corridors

Mr. Coleman provided an update on the economic indicator data for the business corridors located along the South Central Extension/Downtown Hub and Northwest Extension Phase II project areas, as well as key regional, state, national benchmarks.

7. Federal Infrastructure Investment and Job Act update

Deputy City Manager Mario Paniagua provided an update on the Federal Infrastructure Investment and Job Act, and the types of major improvements expected for Phoenix, with a focus on transportation-related initiatives.

Commissioner McBride inquired if the expected funding could be used to address safety issues she has observed near bus stops and around Interstate 17 interchanges. Mr. Paniagua responded that staff is currently working on the safety issues that were brought and will explore if there is any available federal funding to address the issues.

Commissioner Loyola stated that the city should consider exploring grants that promote business development, job creation, and crime abatement.

8. Transit Shade Update

Public Transit Director Jesús Sapien and Deputy Director Joe Bowar provided an update on the department's progress under the Phoenix Transportation 2050 Plan. Mr. Bowar detailed the department's progress in adding shaded shelters to several hundred of the city's plus bus stops since the T2050 plan has begun, as well as outlined upcoming goals under T2050 and the additional funding approved by City Council. He also provided information regarding a recent grant from the Gila River Indian Community to upgrade solar lighting at bus shelters.

Commissioner McBride mentioned the need to keep bus stops well-lit to deter criminal activity. Mr. Bowar responded that the department's Facilities staff, as well as the Phoenix Police Transit Unit, are aware of areas where such activities are taking place. He mentioned that an increase in the frequency of cleaning at such stops, and the involvement of the Police Department Transit Unit has resulted in improvement in some of those areas.

Commissioner Pangrazio asked about the possibility of integrating camera technology into the city's future safety plans. Mr. Sapien answered that although cameras are not in Public Transit's plan to patrol bus stops, other city departments do use cameras in crime deterrence. He also said that bus operators are the department's best reporting mechanism to report issues observed at bus stops.

Commissioner Moody asked about the bus shelter cleaning contractor and if their cleaning activities have time restrictions in place, such as during rush hours. Mr. Bowar responded that bus stop cleaning should not be occurring during peak

traffic times and if anyone sees that occurring, to please report it to department staff.

Commissioner Bristow stated that safety doesn't always mean police involvement and that the city should respond with other preventative resources to offer assistance to those who need it. Mr. Sapien stated that the city leads with services when responding to calls; the Transit Unit works with the PHX C.A.R.E.S. program which conducts extensive outreach via mobile caseworkers that offer comprehensive services to individuals in need or experiencing homelessness.

Commissioner Bristow also asked if there are plans to plant trees or other vegetation in and around bus stops to aid in providing shade and cooling. Mr. Bowar responded that the department is adding significant shade with new bus shelters. He also explained the city's long-term goal of planting trees and landscaping to make corridors more walkable for pedestrians and transit users.

Chair Mellor asked staff to return to a future meeting to give the Commission an overview of the transit security and safety programs.

9. Updates from Public Transit and Street Transportation departments

Jesús Sapien provided an update on the ongoing request for proposals to solicit a contractor to construct and install bus shelters in Phoenix. He also provided an update on the department's triennial review by the Federal Transit Administration, providing information about what the review entails and a tentative timeline for the review.

Street Transportation Director Kini Knudson informed the Commission that the public outreach and community meetings have begun for the department's Road Safety Action Plan and that the public can provide input at public meetings or online at phx.gov/roadsafety.

Markus Coleman informed the Commission of an upcoming Interstate 17 closure as the project team installs girders for a light rail bridge on the weekend of January 14. He added that the South Central project milestone is the recent completion of a box culvert at the Salt River crossing on Central Avenue.

10. COVID-19 update

Report provided to Commission members.

11. T2050 financial update

Report provided to Commission members.

12. Upcoming T2050 related public meetings and events

Report provided to Commission members.

13. Call to the public

None.

14. Request for future agenda items

Staff noted the addition of a transit safety overview presentation that Chair Mellor requested earlier in the meeting.

Commissioner Bristow requested a future update on the consideration of the implementation of bus only lanes.

15. Adjournment

The meeting was adjourned at 6:34 p.m.

Dec. 16, 2021

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

SUBJECT: PHOENIX BUS RAPID TRANSIT PROGRAM PLANNING SUPPORT
SERVICES CONTRACT AMENDMENT

This report requests the Citizens Transportation Commission (CTC) recommend City Council approval to execute an amendment to the Phoenix Bus Rapid Transit (BRT) Program Transportation Planning Support Services Package B Contract 149145 with AECOM to extend the term of the contract for 24-months and provide further project management, public outreach and stakeholder engagement, alternative analysis, design concepts, and 15% design plans for the initial BRT corridor of 35th Avenue/Van Buren Street. The additional expenditures included in this amendment will not exceed \$4.2 million.

Summary

In 2015, Phoenix voters approved Proposition 104, creating the 35-year street and transit plan known as Transportation 2050 (T2050) which identified BRT as a key component to continue expanding the city's high-capacity transit network. BRT is a high-capacity bus service that focuses on improved speed, reliability, convenience and the overall transit experience. There are common recurring elements found in successful BRT systems, such as: advanced fare collection, enhanced stations, dedicated lanes, custom buses, transit spot improvements and unique branding.

In 2019, Phoenix BRT Program staff were tasked by the CTC and City Council with reevaluating the BRT corridors as originally outlined in the T2050 plan. The reevaluation was sought as the result of the passage of time since the development of the T2050 plan, whereby Phoenix has experienced significant changes in residential and commercial developments, population growth and density, in addition to ongoing regional efforts to identify additional BRT corridors that may travel through Phoenix.

Based on the transit technical analysis and the extensive community education and engagement efforts, the initial BRT corridor of 35th Avenue/Van Buren Street was approved by the CTC in May 2021, the Transportation, Infrastructure and Planning (TIP) Subcommittee in September 2021 and the City Council in October 2021.

The overall structure of the BRT Program included two contract packages to provide transportation planning services. Package A, with HDR, includes initial transit planning, capital system development, and community education and engagement services. Package B, with AECOM, includes preparation of corridor alternatives for evaluation and outreach, and 15% design plans for a designated corridor.

With the unanimous approval of the initial corridor along 35th Avenue/Van Buren BRT, AECOM provides national BRT planning experience and insight to provide design

support. This includes providing detailed corridor planning and conceptual design alternatives for the Package A team and a support function for community outreach and stakeholder engagement.

The scope of work for AECOM's services include:

- Project management
- Public outreach and stakeholder engagement
- Right-of-way analysis
- Conceptual alternatives analysis and screening
- Station and platform concepts
- Traffic analysis
- Multimodal safety analysis
- Basis of design and design criteria
- 15% design plans

Contract Term

The Package B contract with AECOM commenced on September 6, 2019 and expires on Sept. 6, 2022. The contract would be extended for an additional 24 months.

Financial Impact

The initial authorizations and previous amendments for the Transportation Planning Support Services Package B Contract 149145 were authorized for an expenditure not-to exceed \$150,000. This amendment will increase the authorization for the contract by an additional \$4.2 million.

The source of the funds for this program is available in the T2050 fund.

Concurrence/Previous Council Action

- On Oct. 4, 2017, City Council granted approval to issue a Request for Qualifications (RFQ) to solicit firms to provide services for planning and preliminary engineering for the BRT program based on recommendations from the CTC and Transportation and Infrastructure Council Subcommittee. This approval included a stipulation that the planning RFQ included an assessment of the criteria used for the initial identification of the BRT corridors.
- On May 31, 2018, the CTC recommended approval of the award recommendation to the Council Subcommittee by a vote of 13-0.
- On Sept. 25, 2018, the Aviation and Transportation Subcommittee recommended approval to enter into agreement with Package A and B in support of the BRT program by a vote of 3-0.
- On Oct. 17, 2018, the City Council approved entering into agreement with Package A and B in support of the BRT program.
- On May 27, 2021, the CTC recommended approval of the initial BRT corridor of 35th Avenue/Van Buren Street by a vote of 10-0.
- On Sept. 15, 2021, the Transportation, Infrastructure and Planning Subcommittee recommended approval of the initial BRT corridor of 35th Avenue/Van Buren Street by a vote of 4-0.
- On Oct. 6, 2021, City Council granted approval of the initial BRT corridor of 35th Avenue/Van Buren Street by a vote 9-0.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.



Phoenix *BRT*



Citizens Transportation Commission

February 24, 2022





BRT Program Contracts

Package A: HDR

- Project management, transit planning, capital system development, community education and engagement, funding and finance
- \$3M contract
- Expires March 31, 2022 (one 3-year extension option)

Package B: AECOM

- Support function to Package A: HDR
- Preparation of corridor alternatives for evaluation and community outreach, workshops
- \$150,000 contract
- Expires September 6, 2022



BRT Program Activities

BRT Corridor Evaluation

Transit Analysis

- Transit Performance
- Transit Propensity
- Ridership Forecasting

Re-evaluated the initial corridors

Technical and Executive Workshops

Community Education and Engagement

BRT Corridor Survey

Employed in-person and virtual outreach meetings

Community Engagement Summary

Approval of the Initial BRT Corridor: 35th Ave/Van Buren St

May 27, 2021-
Citizens Transportation Commission

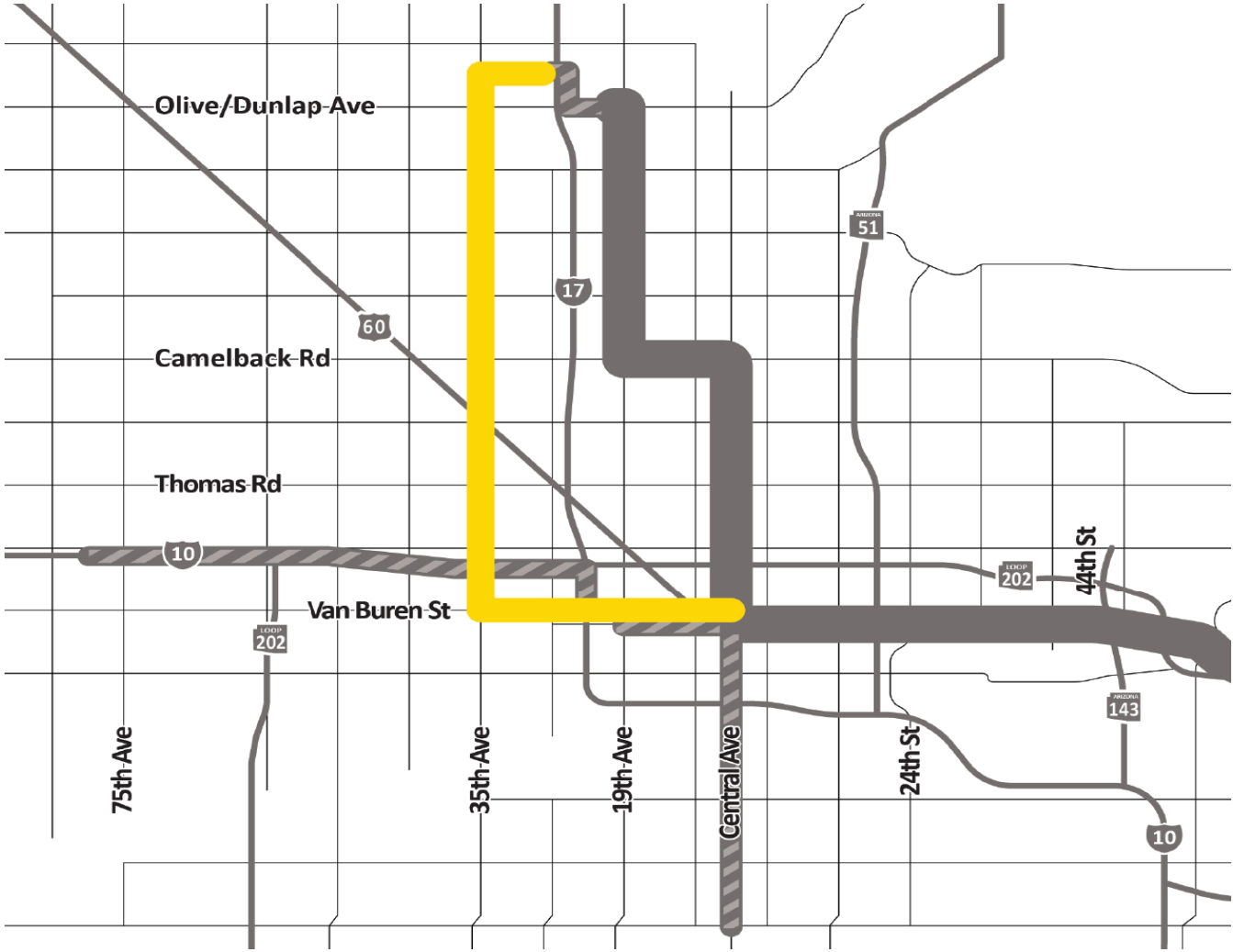
September 15, 2021-
Transportation, Infrastructure and Planning Subcommittee

October 6, 2021-
City Council



35th Avenue/Van Buren Street

Initial BRT Corridor





Package B: AECOM – Scope of Work

- Project management
- Public Outreach and stakeholder engagement
- Right-of-Way Analysis
- Conceptual Alternatives Analysis and Screening
- Station and Platform Concepts
- Traffic Analysis
- Multimodal Safety Analysis
- Basis of Design and Design Criteria
- 15% Design Plans



Recommendation – Package B: AECOM

The Public Transit Department requests the Citizens Transportation Commission recommend Transportation, Infrastructure and Planning Subcommittee approval to execute an amendment to the Phoenix Bus Rapid Transit (BRT) Program Transportation Planning Support Services Package B Contract 149145 with AECOM as follows:

1. Extend the term of the contract for 24-months
2. Provide further project management, public outreach and stakeholder engagement, alternative analysis, design concepts, and 15% design plans for the initial BRT corridor of 35th Avenue/Van Buren Street

This amendment will not exceed \$4.2M



**PHOENIX
TRANSPORTATION
2050**



MOVING PHOENIX
FORWARD

TRANSIT SAFETY AND SECURITY OVERVIEW

TO: Mario Paniagua
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

Markus Coleman
Light Rail Administrator

Lt. Mark Schweikert
Phoenix Police Transit Unit

SUBJECT: TRANSIT SAFETY AND SECURITY OVERVIEW

This report provides an update on the Phoenix Police Transit Unit's outreach and enforcement activities on the bus and light rail systems within the city of Phoenix.

BACKGROUND INFORMATION

During Phoenix's previous transportation tax (the Transit 2000 program), the Phoenix Police Transit Unit was created to focus on the safety and security needs of public transit and its riders, and to keep pace with the city's growing transit system. The unit's focus on the transit system's unique needs results in familiarity with transit operations and increased responsiveness to riders' needs, while at the same time allowing precinct staff to focus on other community needs. Phoenix's commitment to passengers was reiterated with the passage of the Transportation 2050 plan in 2015, which allocates funding to the Transit Unit continues providing safety and security to passengers, transit personnel, critical assets (vehicles and operating garages), and property throughout Phoenix's transit system.

The Public Transit Department also funds a dedicated outreach team through the Phoenix C.A.R.E.S. program. Through a contract with Community Bridges, Inc. (CBI), PHX C.A.R.E.S. provides a coordinated response that works with neighborhoods and individuals experiencing homelessness to develop relationships, offer services, provide information, and focus on solutions. The PHX C.A.R.E.S. program sends trained outreach teams, that take the time to build rapport and trust with people on the street, to encourage them to accept the services and resources that are offered to help end their homelessness. Public Transit funds an outreach team that is dedicated to conducting outreach and offering services to individuals experiencing homelessness throughout the city's transit system. The CBI team routinely coordinates with the Transit Unit and Valley Metro to partner on outreach activities.

The Transit Unit is made up of a team of civilian and sworn personnel that work with the PHX C.A.R.E.S. program to respond to security and safety issues. The current makeup and roles within the Transit Unit are as follows:

Position	Role	# of Staff
Sworn Officers	Respond to for calls of service related to transit.	19
Sworn Officers/K9 Handlers	Provide canine explosives and other detection along Phoenix's transit system, including onboard bus and light rail vehicles, as well as at various transit properties.	3
Police Assistants (PAs)	Provide customer service and assistance to police officers during transit-related calls for service and other events.	25
Municipal Security Guards (MSGs)	Responsible for fixed-post security at the West, North and South Transit Facilities and Central Station.	6
Special Detail Police Assistants	Investigate all reported crimes and conduct investigative follow up on actionable cases.	4

On the light rail system, security and fare enforcement is provided through a partnership with Valley Metro's security service provider, Allied Universal. Valley Metro and Allied Universal work together to keep the system safe through activities such as providing security and fare inspection, fixed-post security personnel, platform monitoring, park-and-ride monitoring, staff dispatch, and supervision of field staff. Valley Metro also works closely with police departments within the cities that light rail travels through.

SAFETY AND SECURITY ACTIVITIES

The Transit Unit responds to transit-related calls received from the Phoenix Police Department's centralized emergency and non-emergency dispatch, as well as from direct public contacts and from other city departments. Transit Unit officers and Public Transit staff work closely with staff from multiple departments and community stakeholders in their ongoing work to provide safety and security to transit users. This coordination includes working with staff from Neighborhood Services, Aviation, Human Services, and the PHX C.A.R.E.S. outreach program.

Calls regarding homeless encampments or trespassing at bus stops are also directed to PHX C.A.R.E.S. and the Transit Unit. When those types of calls are received, it is the unit's policy to lead with offering services to any individuals which staff may encounter. It is a priority of the Transit Unit to connect individuals with agencies that provide aid to the community.

Transit Unit personnel often attend meetings organized by members of the Phoenix City Council, as well as other neighborhood and business meetings, to interact and coordinate with residents and business owners in an area who have concerns about issues that may affect transit facilities and properties. Special event planning, and the transit system's role in moving large groups of attendees during such events, is also a significant role for the Transit Unit.

BUDGET

Phoenix's current year budget for safety and security is \$14.2 million, of which \$9.1 million is allocated to the Police Transit Unit, and \$5.1 allocated to Valley Metro for safety and security activities. Additionally, Public Transit provides \$125,000 annually to fund a dedicated PHX C.A.R.E.S. program outreach team.

RECOMMENDATION

This report is for information and discussion only.



Transit Safety and Security

Citizens Transportation Commission
Feb. 24, 2022

Transit Unit Background



Transit 2000

- The Transit Unit was created to focus on the safety and security of Phoenix's growing transit system.



Transportation 2050

- Safety/security funding maintained to further enhance the Transit Unit and light rail security services provided by Valley Metro.

Public Transit Safety Programs

PHX C.A.R.E.S. Transit Team

- \$125,000 annually for two-person team
- Focus is on light rail and bus stops

CAD/AVL Upgrade

- Computer Aided Dispatch/Automated Vehicle Locator system
- Technology upgrade to regional fleet (~1,000 buses)
- Improved GPS and radio capabilities
- Camera upgrades for improved video and audio capabilities
- Enhanced features improve monitoring of emergency situations

Other safety improvements

- Centralized Operations Control Center
- Partnering with Safe Place teen assistance program
- Municipal security guards and private security



Transit Safety and Security budget



Valley Metro contracts with Allied Universal to provide fare enforcement and security on light rail vehicles and platforms.

Current year budget for transit safety and security measures:

- \$9.1 million – Transit Unit
- \$5.1 – Valley Metro security

Transit Unit Personnel

Striving to make Phoenix Public Transportation the Safest in America.



Position	Role	# of Staff
Sworn Officers	Respond to for calls of service related to transit.	19
Sworn Officers/K9 Handlers	Provide canine explosives and other detection along Phoenix’s transit system, including onboard bus and light rail vehicles, as well as at various transit properties.	3
Police Assistants (PAs)	Provide customer service and assistance to police officers during transit-related calls for service and other events.	25
Municipal Security Guards (MSGs)	Responsible for fixed-post security at the West, North and South Transit Facilities and Central Station.	6
Special Detail Police Assistants	Investigate reported crimes and conduct investigative follow-up on actionable cases.	4

Transit Unit Outreach Activities



The Transit Unit partners with CBI to conduct PHX C.A.R.E.S. outreach on and adjacent to transit property.

When working with the homeless and unsheltered, officers and staff lead by offering services to connect the individuals with non-profits that provide assistance.



Transit Unit Outreach Activities



Success Story

The Transit Unit recently assisted an individual camping near a bus shelter. He was given assistance to find a permanent living situation, as well as find a storage unit for his possessions (seen in photo).

Transit Unit Outreach Activities



Attend community meetings to engage with residents and business owners on transit-related issues personal to them.

Success Story

Last November, officers assisted in reuniting an elderly man with his family. Although the man only spoke Mandarin, and no translators were available, officers canvassed the area until a nearby restaurateur recognized him and contacted his family.



Transit Unit Outreach Activities



K-9 patrol school demonstration



Sponsored the Downtown YMCA's Thanksgiving event

Light Rail Safety and Security

Allied Universal provides fare enforcement and security services on light rail vehicles and at platforms.



Photo taken pre-COVID

Customer Experience Coordinators are located at station platforms to assist riders, support security and be an overall friendly ambassador to enhance the rider experience.



Light Rail Safety and Security

The “Right and Rong” campaign aims to educate riders to about Valley Metro’s code of conduct, as outlined in the “Respect the Ride” campaign.



The AlertVM app allows users to discretely report security and safety incidents directly to Valley Metro.



Questions?

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Kini Knudson, P.E.
Street Transportation Director

SUBJECT: COMPREHENSIVE ROAD SAFETY ACTION PLAN AND VISION ZERO

This report provides the Citizens Transportation Commission (CTC) with an update on the Street Transportation Department's efforts related to comprehensive road safety to improve safety on Phoenix roadways. Additionally, this item provides information on the resolution to adopt the Vision Zero strategy for the City of Phoenix and incorporate Vision Zero goals into the Comprehensive Road Safety Action Plan.

INTRODUCTION

On Jan. 25, 2022, City Council was provided with an update on the development of the Street Transportation Department's (Streets') Comprehensive Road Safety Action Plan (RSAP) to improve safety on Phoenix roadways, and City Council approved Phoenix to become part of the Vision Zero Network and incorporate Vision Zero into the goals of the RSAP.

On Feb. 16, 2022, City Council adopted Resolution 21995 (draft included as **Attachment A**) with the goal of eliminating all traffic fatalities on Phoenix roadways.

ROAD SAFETY ACTION PLAN

The RSAP will be a comprehensive safety plan applying a data-driven, decision-making process to identify and prioritize transportation safety improvements with a "Four E's" approach (Evaluation, Education, Engineering, and Enforcement). Phoenix's existing efforts on the RSAP closely align with the framework of a Vision Zero Action Plan, with its emphasis on meaningful community engagement, equity, and data-driven, systems-based strategies to improve road safety for all Phoenicians.

On March 2, 2021, Council unanimously approved funding for the development of the RSAP, funding for safety enhancements for three intersections listed on Maricopa Association of Governments' Top 100 Intersections Ranked by Crash Risk - Using 2015-19 Crash Data (MAG Top 100 List) and additional staff to support those efforts. The three intersections on the MAG Top 100 List specified for safety enhancements were:

- 75th Avenue and Indian School Road;
- 19th Avenue and Southern Avenue; and
- 16th Street and Camelback Road.

All three of the projects are now in the construction phase, as notices to proceed have been issued to Streets' contractors.

Public Involvement Plan

Streets staff developed a Public Involvement Plan for the RSAP, which established an interactive website featuring a community engagement survey that will remain live through February 2022, and interactive participation in citywide and Council District-specific meetings. The first citywide virtual meeting was held on Nov. 16, 2021, and the following Council-hosted public meetings have either been held or have been scheduled:

- Virtual meeting on Dec. 2, 2021, with Councilmember Guardado;
- In-person coffee talk on Dec. 8, 2021, and virtual meeting on Feb. 1, 2022, with Councilwoman Stark;
- In-person coffee talk on Jan. 28, 2022, with Councilwoman O'Brien;
- In-person community event on Feb. 12, 2022, with Councilwoman Ansari;
- Virtual coffee chat on Feb. 16, 2022, with Vice Mayor Pastor;
- Virtual meeting scheduled for Feb. 24, 2022, with Councilmember Garcia.

The RSAP project website can be found at phoenix.gov/roadsafety.

VISION ZERO NETWORK

The Vision Zero Network is a U.S.-based non-profit organization that advocates for cities to adopt the core philosophy of Vision Zero: that traffic-related deaths and serious injuries are preventable. The Vision Zero Network recognizes cities that take action adopting this approach to road safety as a "Vision Zero Community." One of the key steps toward this recognition is a political commitment to adopt the goal of eliminating all traffic-related deaths. To date, fifty-one cities in the United States have been recognized by the Vision Zero Network.

The potential benefits of becoming recognized as a Vision Zero City include:

- Improved competitiveness for federal funding from the recently adopted Bipartisan Infrastructure Law, which includes elements that provide specific funding for the development and implementation of a "Vision Zero" safety action plan;
- Given Phoenix's status among the deadliest roadways in the nation, it provides a clear and prominent commitment to the community of the City's goal and plans to seek to eliminate roadway deaths and serious injuries;
- Joins Phoenix to a network of 51 other Vision Zero cities nationwide with the same goal but unique approaches within their action plans.

It is also important to note that becoming a Vision Zero Network-recognized city does not entail universal measures, like blanket reductions of speed limits or widespread lane reductions. Each roadway segment and intersection would continue to be evaluated individually based on the unique needs, environment, and community input specific to the location. Phoenix's RSAP will be completely distinctive based on expert staff and consultant evaluation and recommendations, community input, and Council approval.

Phoenix's existing efforts on its Comprehensive RSAP do closely align with the framework of a Vision Zero Action Plan, with its emphasis on meaningful community engagement and data driven, systems-based strategies to improve road safety for all Phoenixians.

With Council's adoption of the Vision Zero resolution, Streets staff will fully and seamlessly integrate Vision Zero into our existing RSAP efforts.

RECOMMENDATION

This item is for information only.

Attachment A - Vision Zero Draft Resolution

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED RESOLUTION.

RESOLUTION

A RESOLUTION ADOPTING THE VISION ZERO STRATEGY FOR THE CITY OF PHOENIX AND INCORPORATE VISION ZERO GOALS INTO THE COMPREHENSIVE ROAD SAFETY ACTION PLAN.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

WHEREAS, Phoenix aspires to reduce the number of fatal and serious injury crashes on its streets to zero;

WHEREAS, Vision Zero is a City safety policy that takes an ethical approach toward achieving safety for all road users;

WHEREAS, traffic-related deaths and serious injuries are preventable;

WHEREAS, the severity of motor vehicle-related crashes can be reduced;

WHEREAS, Phoenix wants to be proactive in reducing fatal and serious injury crashes on our streets;

WHEREAS, transportation safety is everybody's responsibility, including the City and road users;

WHEREAS, multiple City Departments, that include Street Transportation, Planning and Development, and Phoenix Police departments, are actively employing programs to improve safety; and

WHEREAS, Vision Zero leverages existing programs and can create new programs and strategies to help meet the Council's adopted performance measure to achieve a reduction in the number of fatal and serious injury crashes to zero.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. The Phoenix City Council hereby adopts the Vision Zero strategy with the goal of eliminating all traffic fatalities for all users on Phoenix roadways.

SECTION 2. The Phoenix City Council hereby incorporates Vision Zero goals into the Comprehensive Road Safety Action Plan.

PASSED by the Council of the City of Phoenix this 16th day of February, 2022.

MAYOR

ATTEST:

Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By: _____ *RRH*

REVIEWED BY:

Jeffrey Barton, City Manager

RRH:tml:21-3594:2-16-2022:2300228v1

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Kini L.E. Knudson
Street Transportation Director

SUBJECT: Rebuilding American Infrastructure with Sustainability and Equity Grant

This report provides the Citizens Transportation Commission (CTC) with information pertaining to the application for funding from the United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

The RAISE discretionary grant program replaced the former Better Utilizing Investments to Leverage Development or BUILD grant program. The Federal Fiscal Year (FFY) 2022 RAISE grant specifies that the minimum award amount for urban projects must be at least \$5 million and no greater than \$25 million. The City's grant request will not exceed an award amount of \$25 million. The local match requirement would be a minimum of 20 percent of the total project cost. To be competitive at a national level for the RAISE grant, it is not uncommon for local matches to be upwards of 30 percent or more of the total project cost.

SUMMARY

The USDOT issued a Notice of Funding Opportunity on Jan. 27, 2022, authorizing and appropriating \$1.5 billion in surface transportation funds for capital projects that will have significant local or regional impact, under the Infrastructure Investments and Jobs Act (also called the Bipartisan Infrastructure Law). The FFY 2022 RAISE grant offers an opportunity to leverage City funds for transportation projects, and RAISE grants are awarded on a competitive basis considering these evaluative criteria:

- Improves safety
- Environmental justice and equity
- Sustainability
- Quality of life
- Mobility and community connectivity
- Economic competitiveness and opportunity
- State of good repair
- Partnership and collaboration
- Innovative
- Project readiness
- Cost effective

Street Transportation (Streets) staff is collaborating on a grant submittal for a new bicycle and pedestrian bridge across the Rio Salado along the 3rd Street alignment. Additionally, staff is looking to make improvements along the south bank of the Rio Salado that will extend from a future South Central Light Rail station and connect to the Nina Mason Pulliam Rio Salado Audubon Center, existing local and regional recreational trails, and future commercial development along the Rio Salado. Improvements will also include upgrading the existing south bank dirt path to an asphalt or concrete pathway with low emitting solar lights to improve safety and connectivity along the multi-use path for extended hours of recreation and commuting between Central Avenue and 16th Street.

The bicycle and pedestrian project will meet the grant criteria for competitiveness including:

- Improving safety by offering connections to a future off-roadway/low density collector bike and pedestrian improvement planned on 3rd Street that will connect Rio Salado to Lincoln Drive.
- Improving safety by adding low emitting solar lights to the south bank path.
- Increasing all the health benefits of extending recreational and commuting paths.
- Promoting sustainable design options including solar lights.
- Improvements and connections to the South Phoenix community with direct access to the future South Central Light Rail line and direct access to a natural regional recreational trail.
- Building upon a state of good repair.
- Partnering with regional and local non-profits including Rio-Reimagined.
- Positioning this project for future bicycle and pedestrian expansion phases to include a roadway and multi-use path facility that will directly connect users and underrepresented communities from South Phoenix to Downtown Phoenix.

If selected, the RAISE grant will fund up to \$25 million of the total project cost. Streets intends to submit a grant application for a total project cost estimated at \$35-40 million, which will include design, environmental, and construction costs. With a grant award request of \$25 million, the city would provide a local participation up to \$15 million, or about 37.5 percent of the total project cost. This amount aligns well with submitting a competitive grant. The local match is available for programming in the Streets' Capital Improvement Program budget.

RECOMMENDATION

This item is for information only.



Public Transit Department

COVID-19 Ridership Update

Citizens Transportation Commission
Feb. 24, 2022

Bus Ridership



Phoenix Bus Ridership Comparison 2020-2022

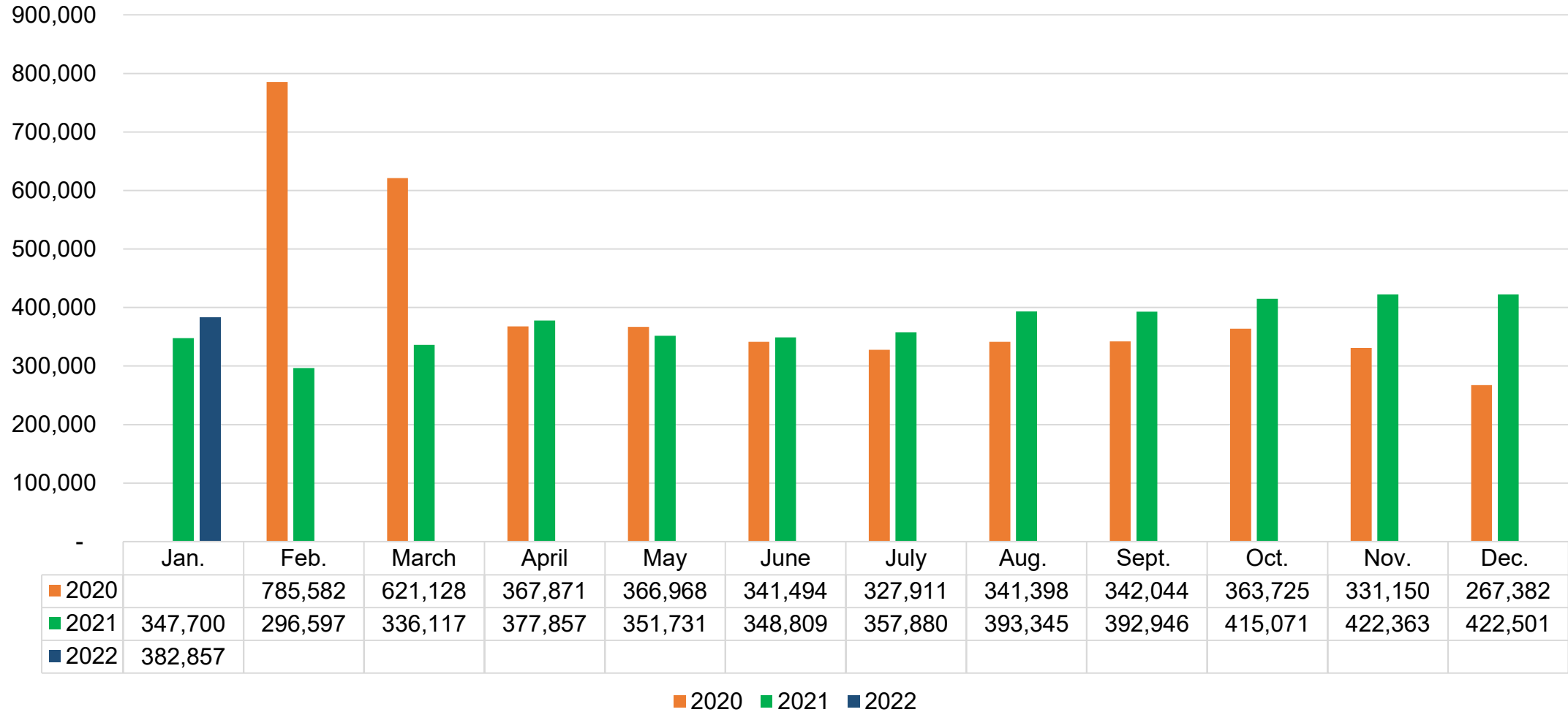


% Change	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
		10%	-55%	-35%	+2%	-2%	-11%	-1%	+6%	+4%	+11%	+20%

Light Rail Ridership



Phoenix Light Rail Ridership Comparison 2020-22

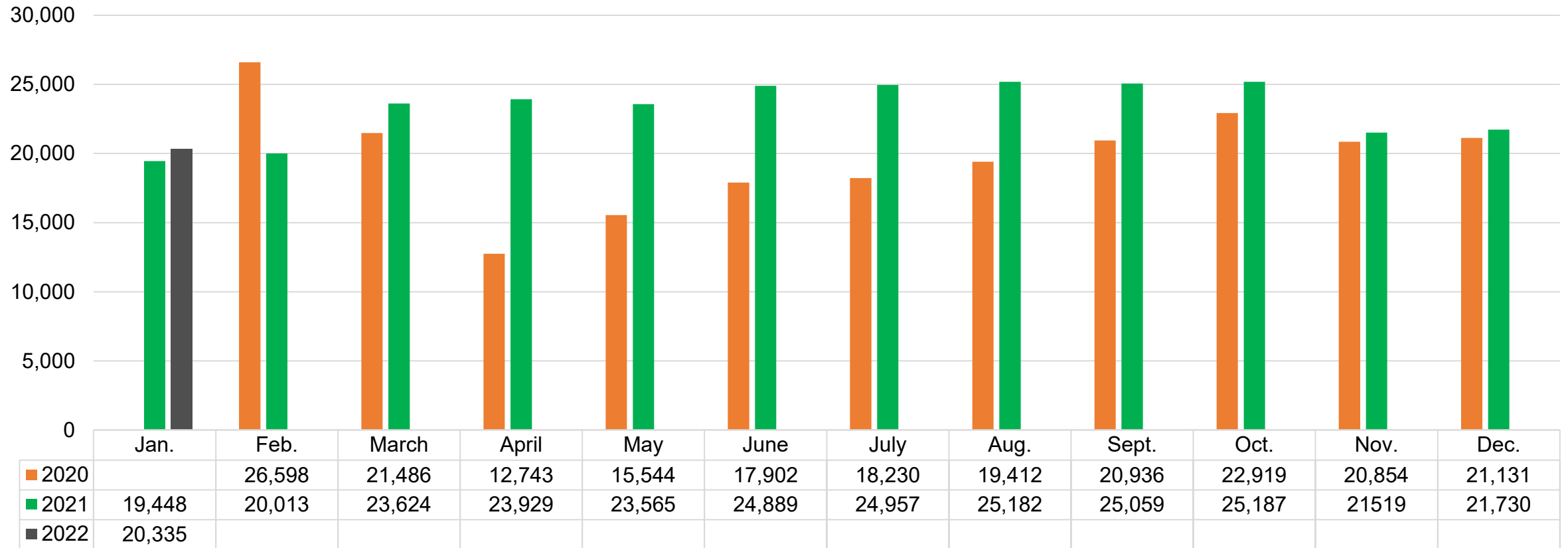


% Change	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
		10%	-62%	-46%	+3%	-4%	+2%	+9%	+15%	+15%	+14%	+28%

Dial-a-Ride Ridership



Phoenix Dial-A-Ride Ridership Comparison 2020-22



2020 2021 2022

% Change	Jan.	Feb.	Mar.	Apr	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
	5%	-25%	10%	88%	52%	39%	37%	+30%	+20%	+10%	+3%	+3%

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Chair Mellor and members of the Commission

FROM: Jesús Sapien
Public Transit Director

Kini Knudson
Street Transportation Director

SUBJECT: TRANSPORTATION 2050 FINANCIAL UPDATE

This report provides a financial update on Transportation 2050 (T2050), passed by voters on Aug. 25, 2015. Included in this report is a summary of the sales tax revenue collections and the use of those revenues for projects within the plan.

THE ISSUE

T2050 is a 35-year multi-modal transportation plan that includes street improvements, bus and paratransit service enhancements, and light rail expansion. These broad categories are broken down into specific plan elements, and within these elements are specific projects planned to be implemented over the course of the 35-year plan.

OTHER INFORMATION

The sales tax revenues are being used in both the Public Transit and Street Transportation Departments' budgets to implement projects in the T2050 plan. The T2050 sales tax became effective Jan. 1, 2016, and with the one-month lag in sales tax reporting and collections, there have been seventy-two months of revenue collected by the city through January 2022.

Figure 1 – below provides estimated and actual sales tax from inception of the sales tax through Jan. 31, 2022. Estimates are based on a consistent annual growth rate. Some months and years will see a higher or lower return; however, the differences are anticipated to balance over time.

Figure 2 – shows a year over year monthly comparison of T2050 sales tax revenues for the months since the onset of the COVID-19 pandemic and the percentage change compared to the same month of the prior year. With preliminary January 2022 sales tax figures, revenues were 20.3% higher than January 2021.

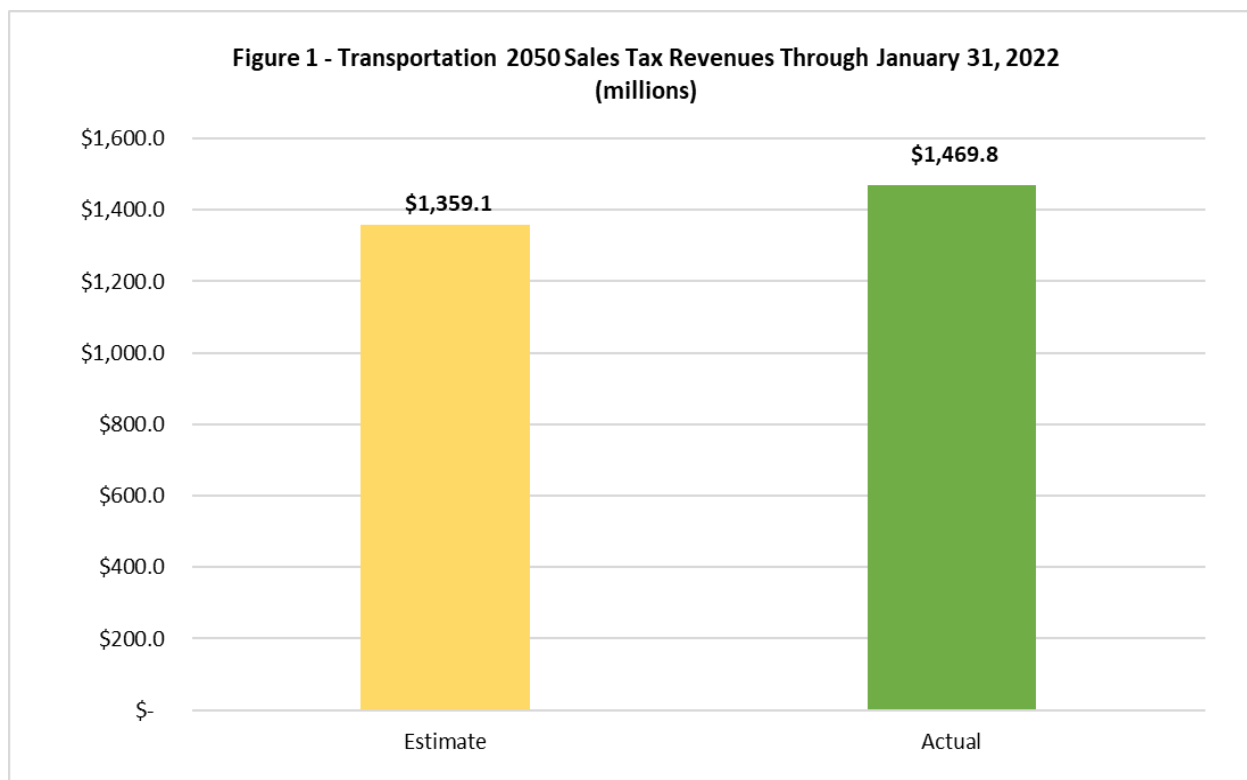
Figure 3 – is a comparison of fiscal year-to-date T2050 sales tax revenues for the past three fiscal years and the current fiscal year. With the preliminary January 2022 amount, fiscal year-to-date sales tax revenues through January 2022 were 18.2% higher than the same period last fiscal year.

Figure 4 – shows a year over year monthly comparison of total Public Transit fare revenues for the months since the onset of the COVID-19 pandemic. January 2022 fare revenues were 654.2% higher than January 2021, due to the return to front door boarding on buses and onboard farebox sales on October 11, 2021.

Figure 5 – is a fiscal year-to-date comparison of total Public Transit fare revenues with the prior three fiscal years. Through January 2022, fiscal year-to-date fare revenues were 339.1% higher than the same period last fiscal year.

Figure 6 – shows a year over year monthly comparison of combined T2050 sales tax and total Public Transit fare revenues for the months since the onset of the COVID-19 pandemic. With the preliminary January 2022 sales tax amount, the combined T2050 sales tax and fare revenues for the month are 24.2% higher than January 2021.

Figure 7 – is a fiscal year-to-date comparison of combined T2050 sales tax and total Public Transit fare revenues with the prior three fiscal years. With the preliminary January 2022 sales tax amount, combined sales tax and total fare revenues through January 2022 were 21.1% higher than the same period last fiscal year.



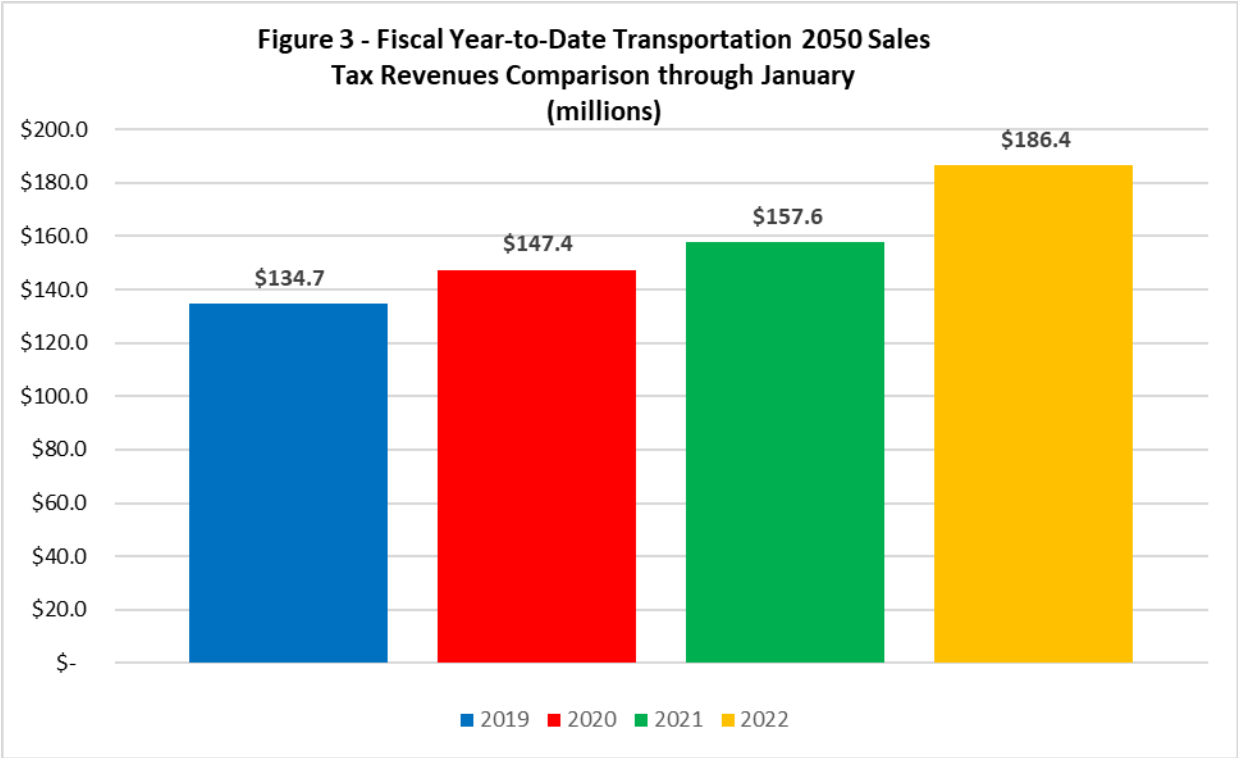
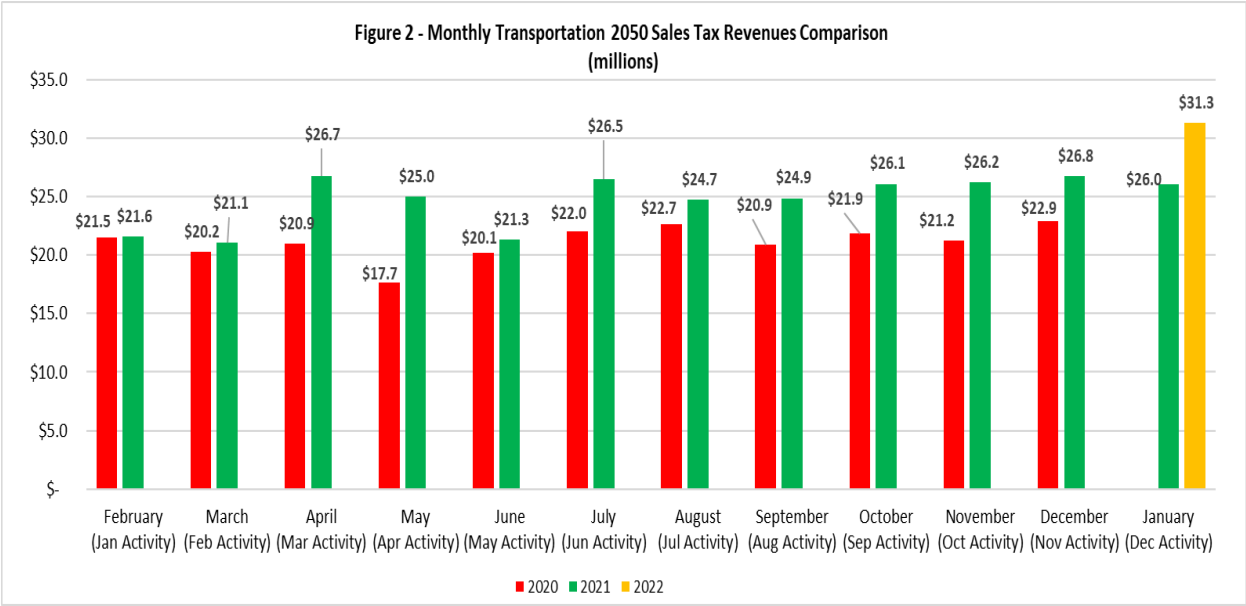
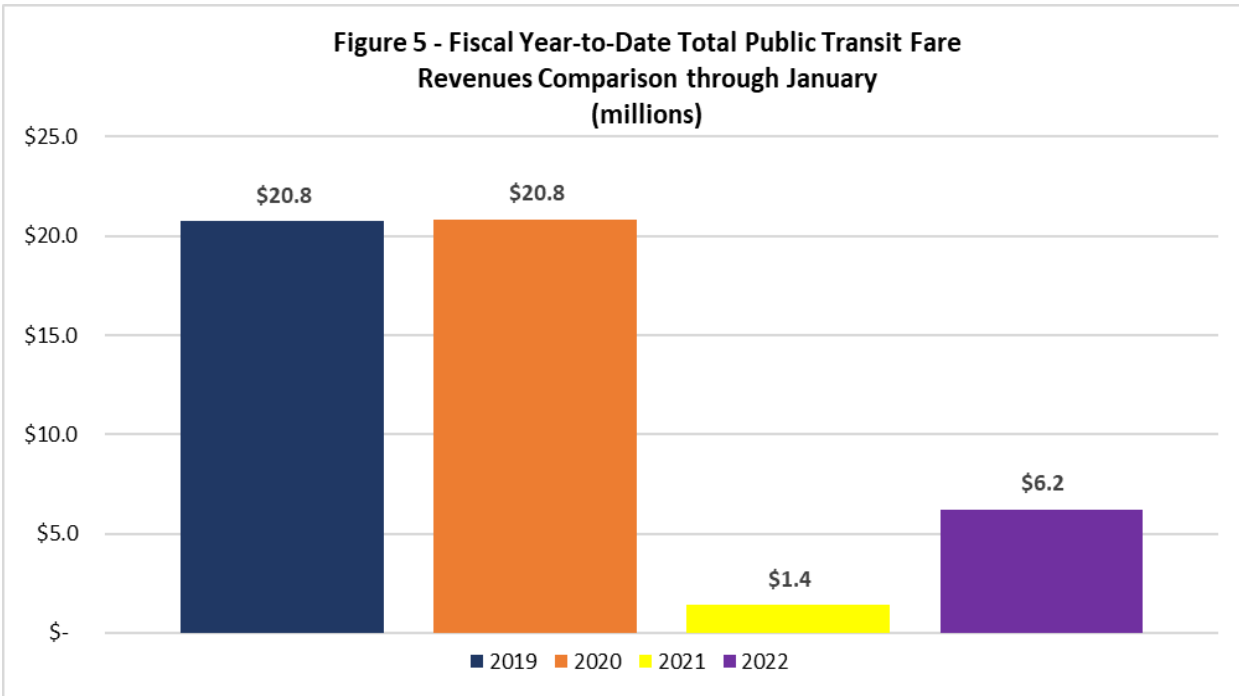
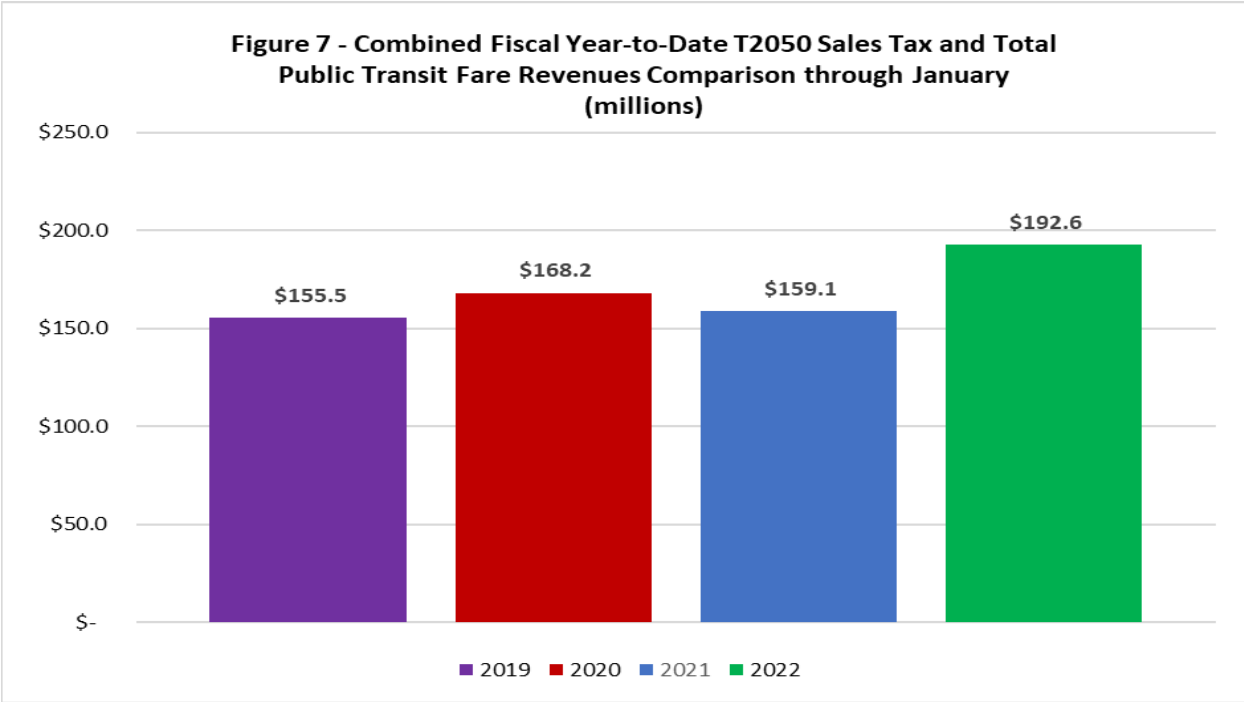
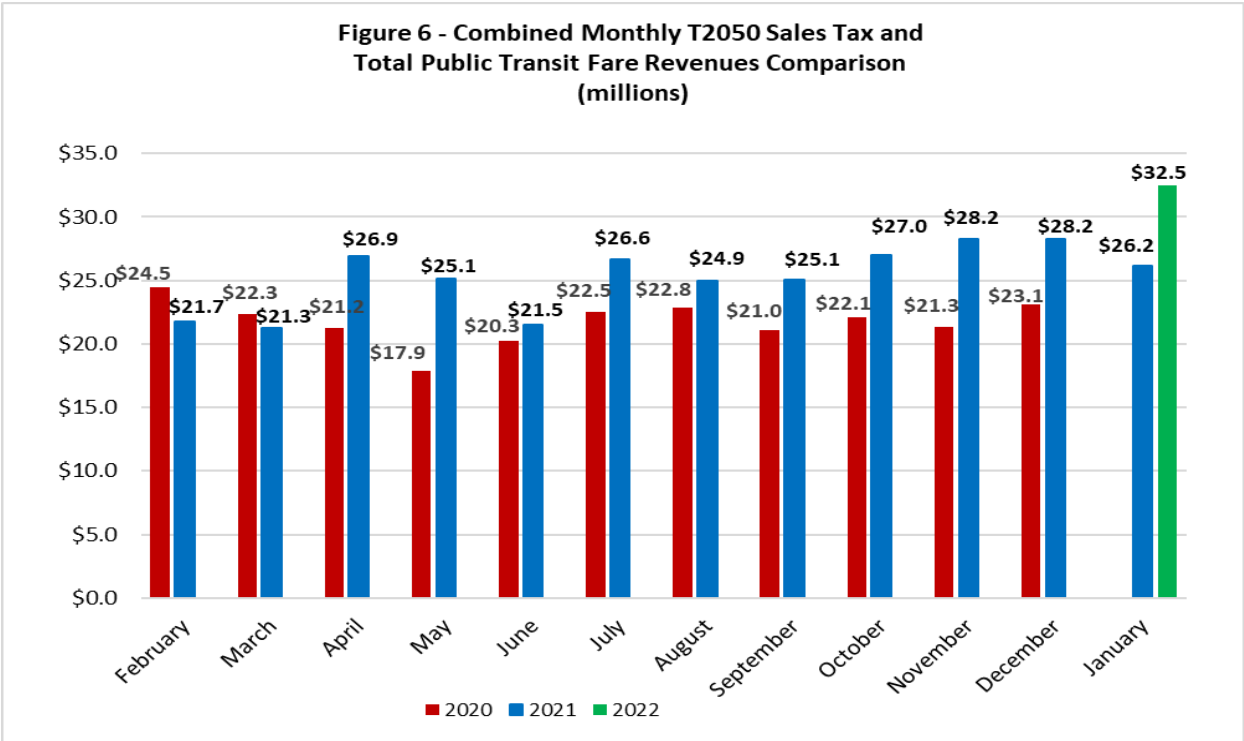


Figure 4 - Monthly Total Public Transit Fare Revenues Comparison (millions)



Figure 5 - Fiscal Year-to-Date Total Public Transit Fare Revenues Comparison through January (millions)





The attached table (Attachment A) shows fiscal year 2021-2022 T2050 sales tax revenue collections and T2050 expenditures through Jan. 31, 2022.

RECOMMENDATION

This report is for information and discussion only.

Attachment A

T2050 SALES TAX REVENUES:

Through FY 2020-21	\$ 1,283,361,404
July 2021 - Jan 2021	186,400,542
TOTAL	<u>1,469,761,946</u>

EXPENDITURES:

Project	FY 2020-21 Total Expenditures	FY 2020-21 T2050 Expenditures	FY 2020-21 Other (1) Expenditures	FY 2020-21 Total Commit	FY 2020-21 T2050 Commit	FY 2020-21 Other (1) Commit	FY 2020-21 Total Actual + Commit	FY 2020-21 T2050 Actual+ Commit	FY 2020-21 Current Year Other (1) Actual + Commit
Transit Ops and Administration	134,576,351	60,496,823	74,079,527	118,657,381	32,613,518	86,043,862	253,233,731	93,110,342	160,123,390
Bus Purchases	557,163	48,478	508,685	1,264,522	41,320	1,223,202	1,821,685	89,798	1,731,887
DAR Vehicle Purchases	688,248	0	688,248	2,267,223	0	2,267,223	2,955,471	0	2,955,471
Bus Stop Improvements	207,188	207,188	0	22,270	22,270	0	229,458	229,458	0
South Facility Upgrades	3,541	3,541	0	0	0	0	3,541	3,541	0
Bus Pullouts	66,816	66,816	0	0	0	0	66,816	66,816	0
Transit Technology	5,824,441	427,080	5,397,361	735,945	624,144	111,801	6,560,386	1,051,223	5,509,163
South Central LRT	78,056,335	43,783,057	34,273,278	88,547,772	88,547,772	0	166,604,107	132,330,829	34,273,278
Capital/I-10 West LRT	24,745	24,745	0	0	0	0	24,745	24,745	0
Northwest Extension LRT Phase II	36,027,096	24,493,282	11,533,814	68,065,691	68,065,691	0	104,092,787	92,558,973	11,533,814
McDowell & Central LRT Crosswalk	0	0	0	0	0	0	0	0	0
Bus Rapid Transit	317,761	317,761	0	0	0	0	317,761	317,761	0
Other Transit Capital	1,215,654	972,580	243,075	863,728	863,728	0	2,079,382	1,836,308	243,075
Project/Construction Mgmt	749,126	749,126	0	1,025,656	1,025,656	0	1,774,782	1,774,782	0
T2050 Cement Repair	440,790	440,790	0	1,098,797	1,098,797	0	1,539,587	1,539,587	0
T2050 Crack Seal	4,829	4,829	0	0	0	0	4,829	4,829	0
T2050 Major Street Overlay	1,624,659	1,624,659	0	0	0	0	1,624,659	1,624,659	0
T2050 Arterial TRMSS	0	0	0	0	0	0	0	0	0
T2050 Arterial Micro Surfacing	0	0	0	0	0	0	0	0	0
T2050 Arterial Microseal	101,642	101,642	0	0	0	0	101,642	101,642	0
Major Streets Project Assessments	0	0	0	0	0	0	0	0	0
Major Street Transportation Projects	470,712	470,712	0	28,293	28,293	0	499,005	499,005	0
Traffic Signal Pole Painting	686	686	0	0	0	0	686	686	0
Left Turn Arrows & HAWK	1,156,162	1,156,162	0	400,313	400,313	0	1,556,474	1,556,474	0
Illuminated Street Name Signs	0	0	0	0	0	0	0	0	0
Pedestrian and Bicycle	1,101,306	1,101,306	0	417,196	417,196	0	1,518,502	1,518,502	0
TOTAL	263,215,251	136,491,263	126,723,988	283,394,786	193,748,697	89,646,088	546,610,037	330,239,960	216,370,076

(1) Other (non-T2050) sources include transit fares, federal, regional, AZ Lottery, and 302 building revenues.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

Kini Knudson, P.E.
Street Transportation Director

Markus Coleman
Light Rail Administrator

SUBJECT: Upcoming T2050 Public Meetings/Events

This report provides the Citizens Transportation Commission (CTC) with a list of upcoming T2050 related public meetings by the Public Transit and Street Transportation departments, and Valley Metro.

This item is for information only.

Upcoming T2050 Related Public Meetings/Events

No meetings scheduled at this time.